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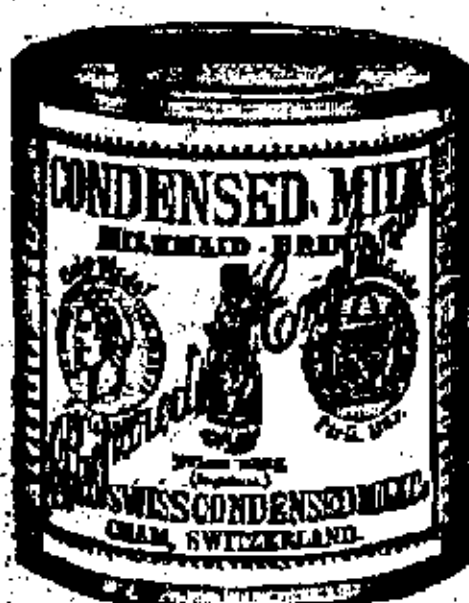
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CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

he got on a race with Clifford and beat him. Of course, this was not for the championship, as neither then had any claim to the title. Beach then rowed Clifford for the championship in February, 1885, and won. Clifford was an old rival, and hailed from Dapto, where Beach had been living.

The second race between Beach and Hanlan was rowed March 28 of the same year on the Parramatta, and the Australian won comfortably. The stakes were again £1000, and Hanlan had no excuses this time. Shortly afterwards he returned to America, a poorer man, having lost his money and his great reputation as the finest sculler in the world. It was a bad day for Hanlan when he decided to come to Sydney, but it was a great day for Australian rowing, and to Hanlan we are indebted for the splendid successes of our men since then. He taught us just what we wanted to know and had no knowledge of, how to grip the water, release the blades at the finish, and how to use the slide. Our men soon picked up the correct methods.

Beach now had as a rival the brilliant young sculler Niel Matterson, but when they met on December 18, 1885, for £400 and the title Beach proved a whole class better than his fellow colonist. Next year we heard highly coloured reports of Hanlan's want of appreciation of Australian scullers, but he had his troubles at home, for Gaudaur and Teemer beat him. After a series of in and out rowing, Gaudaur was found to be the champion of America.

SCULLING BOOM IN ENGLAND.
A big sculling boom took place in England in 1886, chiefly due to the presence of Beach, Matterson, Kemp, and Nielsen, of Sydney, and of Gaudaur, Teemer, Ross, and G. W. Lee, of America. A lot of racing took place during the season, ending in Beach rowing Gaudaur for the championship and £1000 stakes on the Thames, September 18. It was perhaps the most sensational race ever rowed on the Thames, or anywhere else. Beach started at odds of 2 to 1 on him, took the lead, held it for two miles, then collapsed. He was dreadfully pumped out, but so was Gaudaur. Beach stopped, and his rival got so far in front that odds of 30 to 1 found but few takers. Beach started off again, caught his man, but was forced to stop from exhaustion. Gaudaur got away again, but Beach had just a little left in him, and putting on his best remaining strength won through sheer courage. Beach well deserved the praises he got, and no one has ever grudgingly given full recognition of his wonderful performance. It was a race that will always hold its place as one of the greatest events in the history of rowing. Hanlan was there and tried to corner

Beach for a race. He talked of rowing for £5000 a side, and allowing £2000 for expenses if Beach would row in America. The champion declined all offers, but said Hanlan could have all he wanted in Australia. A week afterwards (September 25) Beach had a fairly easy win from Wallace Ross for the championship and £1000 stakes on the Thames. He then returned home, and was accorded a magnificent reception at Sydney.

So far as could be learned no one wanted to row Beach, and he now enjoyed immense popularity at home and in England. Hanlan on his return home rowed many races, and became the champion of America. This evidently influenced him in making a return to Sydney, and shortly after his arrival here he was matched against Beach for the championship and £1000 stakes. The race was rowed November 26, 1887, on the Nepean, which is probably the best course in the world. Hanlan rowed a splendid race, and was beaten with difficulty. The next day Beach retired, and allowed the title to pass to his trainer, Peter Kemp, who had challenged him in a friendly way. This led Hanlan to challenge Kemp, but Tom Clifford was given first try, and failed, then Hanlan rowed Kemp twice, all three races being rowed in 1888, and all were good wins for the man to whom Beach had given or forfeited the championship. Henry Searle appeared on the Parramatta in this year, a fitting compliment to Australia's centenary. He quickly worked his way to the front, for in June he was a novice, and in October he was champion, beating Kemp in that month. Beach and Hanlan saw him row, and were agreed for once, in that they recognised Searle as a man best left alone. Next year the new champion was matched against W. J. O'Connor, who, like Hanlan, was a Canadian. They met on the Thames in September, 1889, and Searle won easily. Three months later poor young Searle's funeral passed through Sydney, he having died at Williamstown, near Melbourne, on December 10, of typhoid fever.

Searle's last expressed wish in connection with the passing of the championship was that it should go to the best man after a series of test races. This was done, and Niel Matterson, the fast friend and tutor of the dead champion met the ex-champion, Peter Kemp. Kemp won easily in 1890, and later in the same year, beat John McLean, a very fast sculler from the Richmond River, who started too late in life to climb to the championship. Previous to this James Stanbury had been kept in the background for a year or two, but it was understood that he was waiting for Searle's return from England. They had had one race together, a tactical race, it appeared, but Searle's backers knew that although the record

for the Parramatta course was out from 20 minutes 11 seconds to 19 minutes 53 seconds, their man won easily. Searle being dead, the last man to beat a man who never held the championship, W. J. O'Connor, claimed the title. He had done well in America, and was a better man than Gaudaur at the time, so he came uninvited suddenly to Sydney in 1890. Kemp was then champion, and the claimant wanted to row him, but by a ruse he was induced to tackle the saved up Stanbury, not for the championship, but for £1000 stakes. O'Connor was beaten twice for the same stakes, he having protested against them passing to Stanbury after the first race owing to a foul claim, but not allowed. O'Connor did not stay long, and did not row Kemp, but John McLean did, and beat him in the same year. Stanbury was then brought forward, and in 1891 he twice defeated McLean for the title. Tom Sullivan, from New Zealand, had done remarkably well, and finished up by rowing Stanbury for the title. It was a fairly close race, but the title did not pass.

Stanbury was left alone for nearly four years; then he was challenged by C. R. Harding to row on the Thames for the title and £1000 stakes. It was 20 years since an English sculler had challenged an Australian for the championship, and it was left to a small man to do it. Harding was but 9½ stone weight and 5ft. 5½ in. in height. Stanbury was over 12 stone in weight, and over 6ft. in height. The little man, rowed very well indeed, but had no chance, so once more the title was held by Australia. Meanwhile Gaudaur had come to the front again in America, and accepted an offer to row Stanbury on the Thames for £500 stakes and the titles held by the Australian. They met on September 7, 1896; Gaudaur had not only more pace, but more stamina, and he won by a distance. Stanbury was not well trained, but on his return home he said he was satisfied to leave the Canadian alone for the future. The result of the race caused great surprise, but there is no doubt the better man won. Next year Gaudaur rowed a race against Johnston, an unknown man, in British Columbia, and this is supposed to have been for the championship, but the challenger had no chance whatever.

For the past two years George Towns has endeavoured to get a race against Gaudaur, and on July 1 last articles were signed to row for £500 stakes and the world's championship at Rat Portage, Ontario, Canada, over a course of about three miles, with a turn at the half distance. —*Sydney Morning Herald.*

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For INFANTS and INVALIDS.

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MARK.

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THREE STAR\$28.00 "
V. S. O. P.\$44.00 "
V. V. S. O. P.\$80.00 "

H. PRICE & CO.,

457 12, QUEEN'S ROAD.

MEMOS. FOR TO-MORROW.Miscellaneous.
Goods per Kilmung undelivered after
Noon landed.

General Memoranda.

THURSDAY, October 3:—
Goods per T. did not clear after this
date subject to rent.
Goods per Bengal not cleared at 4 p.m.
subject to rent.FRIDAY, October 4:—
Noon.—First Meeting Creditors of Yik
Chan, No. 59, Second Street.SATURDAY, October 5:—
Noon.—Meeting of Jockey Club, City
Hall.THURSDAY, October 10:—
Noon.—Meeting of Union Insurance
Society of Canton, Ltd., at the Society's
Head Office.
Sale of the British ship *Cedate Berrill*.**A. S. WATSON & CO.,
LIMITED.**

WINE MERCHANTS.

Established 1841.

CLARETS.

Per Case For Case

14 1/2 doz. 2nd Fl.

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CHATEAU HAUT BRION
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D'ARMAILHACQ21.00 22.20CHATEAU PONTET
CANET25.00 —CHATEAU LA TOUR
CARNET30.00 —

CHATEAU RAUZAN42.00 —

CHATEAU LAFITE48.00 —

These CLARETS are bought
direct from the leading French
growers. The lowest priced are
of exceptional value and guaran-
teed to be the genuine product of
the juice of the grape.CHATEAU LA TOUR CAR-
NET, CHATEAU RAUZAN
and CHATEAU LAFITE are
commended to the notice of
Connoisseurs as high-class after-
dinner wines.We guarantee our Wines and
Spirits to be genuine only when
bought direct from us in the
Colony or from our authorised
Agents at the Coast Ports:**A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.**

MARRIAGE.

On the 1st October, at St. John's Cath-
edral, by the Rev. F. T. Johnson, M.A.,
GEORGE HARRY, only son of George Dann,
McDonnell, to GRACE MARY, youngest
daughter of T. C. Street, Wilkes Green,
London.The publication of this time consumed
at 5.20 p.m.**The China Mail.**

HONGKONG, TUESDAY, OCTOBER 1, 1901.

EDITORIAL COMMENT.

When, at the outset of
SURRENDERING the Boer war in 1899, a
TO THE correspondent wrote to
NORERS us in denunciatory terms
of the wholesale surren-
der at Nicholson's Nek, he, in turn, was
denounced by several correspondents,
who held that it was better to surren-
der with the hope of being able to fight
again than to be killed or maimed by a
hidden foe. Since Nicholson's Nek, there
have been many humiliating surrenders,
relieved, every patriotic Britisher must
be thankful to say, by as many stubborn
defences and notable victories against
almost overwhelming numbers. Never-
theless, it has been a disappointing
feature of the present campaign that
the British soldier has had to capitulate
with a frequency never dreamt of in
previous campaigns, and it is little won-
der that pessimistic critics are saying
that a change is coming over the British
race and that we are less courageous in
the face of danger and less mindful of
that quality which is comprehensively-
spoken of as 'honour.' Some people
feel keenly the implied disgrace of sur-
render, and, whether it is reasonable or
unjustifiable, they cannot withhold the
tribute of admiration for a man and
soldier like Lieut.-Colonel Vaudelaur, of
the Irish Guards, who is reported to have
preferred death to surrender. That this
spirit is not confined to the higher ranks
we have already had ample testimony,
and in a Pretorian despatch we read:
—'Commandant Wolmarans, writing
about the fight at Bronkhorst Spruit,
mentions the bravery of Private Doolan,
of the Constabulary. When surround-
ed by 15 Boers and summoned to sur-
render, Doolan called out, "Devil a sur-
render," and fought on, killing four
Boers before he fell wounded, it is
believed mortally.' We take it that
Doolan was an Irishman, or at least
of Irish extraction, and at a time when
the Irish political agitator is openly
hobnobbing with our Boer enemies
and communicating with ex-President
Kruger and other Boer leaders, it is
comforting to read of two conspicuous
examples of Irish bravery. The follow-
ing letter, signed by 'Cecil Murphy,
Major R.A., retired,' appears in a London
newspaper of the 27th August, and in
producing it we can only express our
profound regret that there should be
even the semblance of an excuse for the
publication of such a letter.—Is it not
time that some serious steps should
be taken against the scandal of 'Sur-
render' that is making the English
Army a by-word? If one or two
officers were tried for cowardice after
surrender, and, if found guilty, shot, it
would put a sudden stop to it, restore
our good name, and end the war very
soon. I, who say this, have a son, a
Captain of Militia, on service in South
Africa. I have told him I would rather
hear that he was dead, than that he had
made one of these disgraceful surrenders.Robberies on an 'Empress.'
The *Yankee Daily News-Advertiser*
of the 4th September says:—Two robberies
were reported to the police yesterday. The
scene of the first was aboard the R. M. S.
Empress of China, some one having broken
into the cabin of one of the officers and
stolen his cash-box, containing \$77 and
some valuable papers. In the other rob-
bery an even larger sum of money was se-
cured, and Mr. J. Green, a visitor to the
City, lost \$100 and a valuable ring. A
foreigner named James Butler was arrested
later in the day on suspicion of being con-
nected with this latter robbery. A Por-
tuguese was also placed under arrest during
the afternoon on the charge of stealing a
watch in a down town saloon. The man,
who gave his name as J. Morris, will come
up for trial before the Magistrate this after-
noon.STRICKEN WITH PARALYSIS.
HENDERSON Grinnett, of this place,
was stricken with partial paralysis
and completely lost the use of one arm and
side. After being treated by an eminent
physician for quite a while without relief,
my wife recommended Chamberlain's Pain
Balm, and after using two bottles of it he
is almost entirely cured.—Geo. McDonald,
Man, Logan Co., W. Va., U.S.A. Several
other very remarkable cures of partial
paralysis have been effected by the use of
this balm. It is most widely known,
however, as a cure for rheumatism, sprains
and bruises. Sold by All Dealers, WARE-
HOUSES & Co., Ltd., General Agents.

LOCAL AND GENERAL.

*To Subscribers.

In order to expedite the work of dis-
tributing this newspaper to subscribers
throughout the Colony, we are re-arranging
the Districts of our delivery coolies. If
any irregularity occurs in delivery, we hope
subscribers will notify us at once. The
change will be introduced in the various
districts in the course of the present month.

Notes by the Way.

The English Mail of the 31st August
was delivered in London on the 27th Sept.The Potoi island pirates have been
committed for trial at the October Criminal
Sessions.There was one more fatal Chinese
plague case in the Colony during the past
twenty-four hours.Sefior Sagasta gives a categorical denial
to the statement that Russia had requested
Spain for authority to establish a coaling
station at Port Mahon.His Lordship Chief Justice Sir John
Carrington and his daughter returned to
the Colony this morning by the *Empress of
China*, after a holiday in Japan.Lieut.-Colonel A. H. Thomas, D.S.O.,
Army Service Corps, who was D.A.A.G. in
Hongkong a few years ago and rode at
our local Race Meetings, is now an Assist-
ant Adjutant General in South Africa.Statistical reports published, show that
during the year 1900, liquors were imported
into the Port of Manila to the value of
\$1,534,558' gold, and that four was import-
ed during the same period to the value of
\$411,619 gold. The people will no doubt
wonder what on earth was done with so
much flour. The proportion appears to be
one solid to four liquids.

Hockey.

On Wednesday, the 2nd inst., the
Royal Navy will play the Indian Brigade
on the Kowloon parade ground at 4.45 p.m.
By kind permission of Colonel Baillie and
Officers, 22nd Bombay Infantry, the band
will play a selection of music, and the
Officers of the Brigade will be 'At Home'
to their friends.

Salvage of 'Futami Maru.'

On Friday, 29th ult., the launch
Holdfast, belonging to the Compania Mar-
itima, arrived in Manila with the ship
Florence S. in tow. Work had just been
completed on the *Futami Maru*, the
Japanese steamer wrecked at Punta
Calavite, on the north-east coast of Min-
doro, and the last of the salvage had been
secured. This cargo was stowed away in the
hold of the *Florence S.* The salvage work
was undertaken and performed by Mr
Henry Woolfe.

Australian Troupe Hymeneals.

To the strains of Mendelssohn's 'Wed-
ding March,' Mr. Frank Finlay (Business
Manager of the Zorilla Theatre) and Miss
Virgie Rosser (member of the Australian
Vaudeville Co.), says the *Manila Times*, of
the 21st ult., walked down the aisle of the
Chapel in the Quai de Espana on Satur-
day last, and were united in the bonds of
holy matrimony by the Rev. Chas. Wal-
ley. The wedding, which will come as a
surprise to the friends of the contracting
parties, was the 'initial performance' of a
series of matrimonial vows of the same
nature which will take place in the near
future.

The Philippines a Paying Investment.

It was some cynical wit who once
observed that of all things which lie the
worst three are facts, figures, and statistics.
—and the greatest of these is statistics.
Nevertheless, says the *Manila Times*, of
the 21st ult., the latest statistical in-
formation from the office of the Treasurer of
the Philippine Archipelago comes with a cer-
tain feeling of comfort and reassurance,
showing, as it does, that there is at present
on hand in the treasury the snug little sum
of \$4,712,011.26, in U. S. currency. This,
moreover, is not all, as the actual amount,
owing to appropriations which it has been
found unnecessary to use, totals something
like \$7,000,000.00.

Mr Chamberlain on Malaria.

Mr Chamberlain has sent a letter to
the Liverpool School of Tropical Medicine
with reference to the action of the School
in despatching Expeditions to the tropics
to investigate the causes of malaria and
other diseases. The Colonial Secretary ex-
presses his appreciation of the continued
efforts which are being made by the Liver-
pool School to discover the means of im-
proving the conditions of health in British
tropical Colonies, and says he has been
glad to note the terms in which the School
referred to the assistance rendered by the
Governors of the West African Colonies to
the Expedition under Major Ross.

ENRICHED HER BLOOD.

I had a bad attack of the 'Grip-
pe,' and didn't feel like myself until I
took Stearns' Wine. It helped me
wonderfully. My sister was so
pleased with the good it did me,
that she took it, too. She was all
dragged out, no appetite, and her
blood was poor.
DORIS HARRIS, 118 Maple St.,
Hoboken.

LOCAL AND GENERAL.

A Dukedom for Lord Salisbury.

The *Birmingham Daily Post* says that
King Edward is likely to confer a Dukedom
on Lord Salisbury at the time of His Ma-
jesty's coronation.

A German Colonial Army.

Count von Baelow, the Imperial Chan-
cellor, is formulating proposals which he
will soon submit to the German States, for
the formation of the Colonial Army.

The Share Market.

To-day, Hongkong and Shanghai Bank
shares are quoted at \$617 1/2 buyers, Hong-
kong and Whampoa Docks at \$285 buyers,
and Douglas Steamships at \$43, ex dividend
buyers.

An Unstamped Receipt.

To-day, at the Magistracy, A. E. Hol-
lings, of the Ice Depot, was, on the complaint
of the Acting Collector of Stamp Revenue,
fined \$5 for having, on 5th September, signed
a receipt for a sum exceeding ten dollars
and neglecting to affix a stamp thereon.

The Command of the Troops.

To-day, H. E. Major-General Gas-
coigne, C.M.G., returned to the Colony
after a brief and invigorating trip to Can-
ada. Colonel Brown, R. E., who has per-
formed His Excellency's duties during his
absence and the Officers of the Headquarters
Staff went on board the *Empress of China*
and welcomed their chief back to Hong-
kong. General Gascoigne resumed duty at
once. Lady Gascoigne and Captain the
Hon. H. F. Trufusis, A.D.C., also returned
to the Colony.

The Commissioner of Weihaiwei.

The appointment of Colonel Doward
as Commissioner of Weihaiwei is undoubt-
edly the best selection that could be made,
says *The Pioneer*. 'He has already acted as
Civil and Military Commissioner of the
port, and probably knows more of its
requirements and possibilities than any
other man. It may be remarked that the
Government seems still uncertain as to the
value of Weihaiwei, and as to what shall
be done with it. Its transfer to the Colonial
Office was recently announced, and it
appears that all work upon the fortifications
was stopped not long ago. A curious rumour
was recently current in China to the effect
that the British Government was to hand
the place over to Germany on condition of
the latter recognising our claim, whatever
it may be, to the Yangtze Valley, but as
Germany had nothing to gain by its acquies-
cence, and nothing to offer in ex-
change, the report did not carry much con-
viction.'

The Art Journal.

The September number of *The Art
Journal* (Messrs H. Virtue and Co.), just
to hand, opens with Mr Claude Phillips
illuminating continuation of the Hertford
House Collection. The article, abundantly
illustrated, is mainly about the great mas-
ter Antoine Watteau, the incomparable
painter of *Fêtes Galantes*, who with his
artistic descendant Fragonard, to be treated
in a separate article, remains the only
French post-painter of 18th century.
There are nine Watteaus in the Wallace
collection: no other single gallery, public
or private, possesses such a priceless series.
Mr Geo. Montbard, equally facile with pen
and pencil, tells us still further of Fez, the
Capital of Morocco. Some remarks on
Kaid Maclean, the celebrated Scot, now a
British Knight, and his reorganisation of
the Moorish army, are full of vivid interest
at the present moment. Samuel J. Hod-
son, R.W.S., as a painter of Romantic
cities—Piazza delle Erbe, Verona; rue de
la grosse horloge, Rouen; Hôtel de Ville
Brussels; Innsbruck; Abbazia, market
morning;—receives exceptional treat-
ment at the hands of Mr Lewis Lusk. In
the third notice on Decorative and Indus-
trial Art at the Glasgow Exhibition, by Mr
Lewis F. Day, we learn much concerning
the huge forward strides that have been
made, of recent years, in this welcome
direction. Scenes of the Chase applied to
Decorative, by Miss L. Beatrice Thompson,
aptly illustrated, is not one of the least
attractive features of this issue. The
frontispiece is a Rembrandt reproduction
of Watteau's *La Toilette*. To our eye, the
face of the nude figure seems slightly
out of drawing: a fault which assuredly
does not exist in the original. The number
concludes with the usual Notes on Passing
Events, exhibitions and other similar art
movements.

Nursing Mothers.

The quality and quantity of an infant's
food is often seriously affected by the state
of his mother's health who nurses it. Ill-
health of mothers is frequently the cause of
indigestion and diarrhoea in their babies
who are nursed at the breast. Poor
water, unwholesome and insufficient milk
cannot properly nourish baby. Poor food
will deteriorate the health of the child and
will cause emaciation. Stearns' Wine of Cod
Liver Oil increases the flow of milk, makes
it rich, and at the same time builds up the
mother's system. It enables the mother to
get from her food the greatest quota of
nourishment. It is sustaining in the high-
est degree through this trying period—a
time when the organs of digestion and
assimilation must furnish nutrition for both
mother and child. At all Chemists,
Wholesale and Retail from A. S. Watson & Co., Ltd.,
Hongkong.

LOCAL AND GENERAL.

'Up a Tree.'

On Sunday morning, devout church-
goers were astonished to see the door-plate
of the 2nd Rajputa up a tree near the Ma-
homedan Mosque in Robinson Road, Kow-
loon. It had evidently been 'lifted' from
its usual place at 'Durbar House' about the
week end, and it is suspected that a
party of midnight roysters, who had been
making merry on the Peninsula, 'was the
agency in putting the Rajputa 'up a tree!'

Well-Deserved Promotion.

The *Daily News-Advertiser* of Van-
couver says:—The friends of Mr Headley
T. Richardson, late Chief Engineer of the
steamship *Empress of China*, will be plea-
sed to hear of his promotion to the position
of Superintendent Engineer of the C. P. R.
Company's steamships. Mr Richardson
has well earned promotion, he being the
senior marine engineer in the Company's
service, having served in the old steamship
Albatross, the first vessel to arrive in Van-
couver, in May, 1887, of the line of char-
tered steamers which were the pioneers of
the *Empress* fleet. Mr Richardson joined
the *Empress of India* while she was being
built at Burrard-in-Furrows, and has since
sailed on all three of the *Empresses*.

Concert at the Soldiers' Club.

A capital concert took place last even-
ing at the Soldiers' Club, Queen's Road
West. His Excellency the Governor, hav-
ing intimated his intention of being present,
he was welcomed by a flourish of trumpets.
Colonel Brown, R.E., Commodore Powell
and all the leading naval and military offi-
cers were present and helped to swell the
throng which filled the hall. The stage
was handsomely decorated and the arrange-
ments for the concert were perfectly in
every detail. Mr Alec Marsh, whose name
is a household word in local musical
circles, delighted the audience with four
songs, his accompaniments being played by
Mr G. Grimble. The reception he got on
each occasion was sufficient proof of his
popularity and his excellent singing. All
the other items were accompanied by the
orchestra of the Royal Welch Fusiliers.
Comic songs were sung by Sergeant Far-
mer, R. W. F., Private Kent, R. W. F.,
and Private Byles, R. A. M. C., and the
choruses in each case were heartily
taken up by the audience. Band-
master Moir, Sergeant Adams, Sergeant
Hunt and Bandman Pearce sang a
glee entitled 'With Hawk and Hound,' and
a trombone quartette by members of the
R.W.F. band was very well received.
From beginning to end, the concert was
a great success. Second Lieutenant Garret,
R.W.F., Hon. Secretary and Treasurer,
and Bandmaster Moir, who were responsible
for the general and musical arrangements
respectively, deserve a word of praise for
their work.

RUSSIAN COALING STATIONS.

The Odessa correspondent of *The Stand-
ard* wrote on the 25th August:—In Government circles at St. Petersburg,
the question is again seriously agitated of
providing coaling-stations in the Red Sea
and Indian Ocean for the Russian Pacific
Squadron, and for the Volunteer Fleet
cruisers. At present Russia possesses not
a single coaling-station of her own along
the whole ocean highway of ten thousand
sea miles from St. Petersburg or Odessa to
Port Arthur. It is scarcely matter for sur-
prise that, with the rapidly increasing
maritime intercourse between European
Russia and the Far East, the Imperial
Government should now attach the very
highest importance to the necessity of provid-
ing her own coaling-stations on the Eastward
route. Some time ago it was reported in
the foreign Press that Babat, on the Red
Sea, was about to be acquired by Russia,
but there was no foundation for that state-
ment.In connection with this question, the
Russian Admiralty has recently been study-
ing the Red Sea and Indian Ocean charts,
and has found that there are several con-
venient locations on the Arabian coast,
such as, for example, the Farsan Islands,
belonging to Turkey, where a coaling
station might be acquired on a lease from
the Porte. In the Straits of Bab-el-
Mandeb, also, on the coast owned by
France, it was possible to acquire a suitably
convenient site; and as the junction of the
Red Sea with the Indian Ocean there is the
group of Sunda Islands, where a good
location is to be found. Of course, Naval
experts would have to be consulted and
carefully made out finally fitting upon the
route for coaling-stations, and the next procedure,
possibly one of some difficulty, would be
the means and ways of obtaining possession
of the chosen sites.For the moment the Russian Government
is primarily anxious to obtain the achieve-
ment, in principle at least, of the
Powers of the reasonable and pressing
necessity of this country obtaining its own
coaling stations on the Far Eastern route,
alike for the accommodation of its rapidly
increasing maritime traffic, with Russian
China and of its Pacific Fleet.On the following day, the same cor-
respondent wrote:—Recently it was the grievous necessity of
a Russian coaling station in the Red Sea
which agitated the St. Petersburg Press; to-
day it is the same destination, the Mediter-
ranean that calls forth the clearest
elucidation of Prince Uchasky in the
Vedomosti. The real value of Russia's
position as a Great Pacific Power cannot
be fully realised so long as she does not
possess a coaling and coaling station of her
own in the Indian Ocean. With the Im-
perial Government has been striving its
best efforts, and unflinchingly lavishing
enormous sums in the furtherance of its
expansive policy in the Far East, the coun-
try had a right to expect that in diplomacy
would have been no less successful in
obtaining, or in preparing the way for ob-
taining, these points *d'appoint* along the
Eastern Ocean highway which are abso-
lutely indispensable to the independent
maintenance of free communication
between Europe and China. Russia
and its fleet to be remembered that
there is no sharply defined line between
Russia's political tasks in the Near East
and the Far East. The Russian fleet
proceeds.The opening out of China and Japan to
international commerce, the existing
condition of Russia's influence in the
Northern regions of the Celestial Empire,
and the rapid and general development of
Australia and California, have brought on
the Pacific Ocean into the
active sphere of what the Germans call
'Weltverkehr,' and, consequently, Russia
must have a foothold of her own in the
Pacific Ocean.This is a question of great
importance to Russia, that it is not
long ago considered as a diplomatic
question, but now it has become a
question of life and death for Russia.
Russia must have a coaling station in the
Pacific Ocean, and she must have it
before the German fleet can reach the
Pacific Ocean. Russia must have a coaling
station in the Pacific Ocean, and she must
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the Pacific Ocean. Russia must have a
coaling station in the Pacific Ocean, and
she must have it before the German fleet
can reach the Pacific Ocean.

TELEGRAMS.

[REUTERS' SERVICE.]

BRITISH SOUTH AFRICA.

London, 28th September, 1901.
The garrisons of Forts Itala and Pro-
spriet, on the Zululand border, have
gallantly repulsed an attack of Comman-
dant Botha in force, inflicting heavy loss on
the enemy.

THE AMERICA CUP RACE.

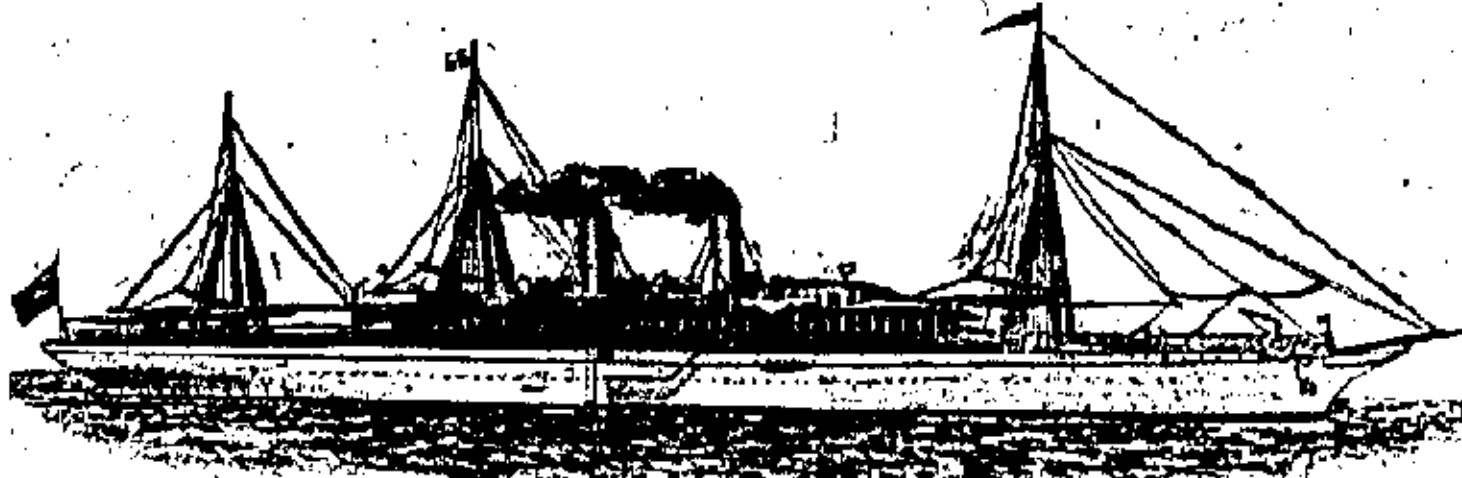
London, 29th September, 1901.
The first yacht race for the America Cup,
15 miles outward and return, has
been re-sailed, and won by the American
yacht *Columbia*, which crossed the winning
line 37 seconds ahead of *Shamrock II*, thus
winning independently of the time al-
lowance.MODERNIZED NURSERY
RHYMES.TAA, TAA, BLACK SHEEP (a dialogue).
'Taa, taa, black sheep, have you any wool?'
'Yes Sir! No Sir! Three bags full!'
I wish you'd let me have some, to pull
across the eyes
Of our esteemed inspectors, who the build-
ings supervise.'Taa, taa, black sheep, a house I want to
build;
A cheap one, whose walls with old rubbish
can be filled;
But now, I fear, the Council, who of late
have talked so large,
In a fit of absent-mindedness their duty
might discharge.'Taa, taa, black sheep, you are a simple fool;
To dream there's any need of your mani-
pulating wool;
You go and build your houses, I'm quite
convinced you'll find,
Without external aid of yours, the Council
will be blind.'Taa, taa, black sheep, thank you very
much
I see with the times, Sir, you always keep
in touch.
And so forthwith he built them, and ere a
year elapsed,
The whole row of houses, like match wood
had collapsed.

DOLLY.

RUSSIAN COALING STATIONS.

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the Porte. In the Straits of Bab-el-
Mandeb, also, on the coast owned by
France, it was possible to acquire a suitably
convenient site; and as the junction of the
Red Sea with the Indian Ocean there is the
group of Sunda Islands, where a good
location is to be found. Of course, Naval
experts would have to be consulted and
carefully made out finally fitting upon the
route for coaling-stations, and the next procedure,
possibly one of some difficulty, would be
the means and ways of obtaining possession
of the chosen sites.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

Proposed Sailings from Hongkong.
(Subject to Alteration.)

EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Oct./1901
* TARTAR 4425 Tons...Comdr. B. BERTHAM, R.N.R. WEDNESDAY, 24th Nov./1901
EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 25th Nov./1901
* ATHENIAN 1882 Tons...Comdr. H. MOWATT, R.N.R. WEDNESDAY, 4th Dec./1901
EMPEROR OF JAPAN...Comdr. H. PERRY, R.N.R. WEDNESDAY, 18th Dec./1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAN OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

Hongkong, October 1, 1901. D. E. BROWN, General Agent, PEDDER STREET, 1112

IMPERIAL GERMAN MAIL LINE
NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEY, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

POINTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHLAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PREUSSEN (HAMBURG-AMERIKA LINIE)	THURSDAY, 3rd October.
SACHSEN (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th October.
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 20th December.
PRINZESS HEINRICH	WEDNESDAY, 2nd January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship PREUSSEN, of the NORDEUTSCHER LLOYD, Captain E. PERRY, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be accepted till Noon, on Tuesday, the 1st October, Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 2nd October, and Parcels will be received at the Office until Noon on Wednesday, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further particulars, apply to
Norddeutscher Lloyd.
Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	WUHOANG	4th October.
MANILA	SUSUKIYAMA	14th October.
YOKOHAMA	KAYOYO	8th October.
MANILA	CHINGTU	12th October.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN,		
TOWNSVILLE, BRISBANE,		
SYDNEY AND MELBOURNE	CHINGTU	12th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, October 1, 1901.

HAMBURG-AMERIKA LINIE.
NORDEUTSCHER LLOYD.

Ostasiatischer Frachtdampfer Dienst.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO.		
S.S. Arabia, Capt. SACHS		5th October, Freight.
FOR HAVRE, BREMEN AND HAMBURG.		
CALLING AT SINGAPORE AND PENANG.		
S.S. Keenigberg, Capt. CHRISTIANSEN		19th October, Freight and Passengers.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO.		
S.S. Hamburg, Capt. ZUBERSEN		2nd November, Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND PENANG.		
S.S. Segovia, Capt. FOERCK		18th November, Freight.
FOR HAVRE AND HAMBURG.		
CALLING AT SINGAPORE AND COLOMBO.		
S.S. Marburg, Capt. ZACHARIE		30th November, Freight.

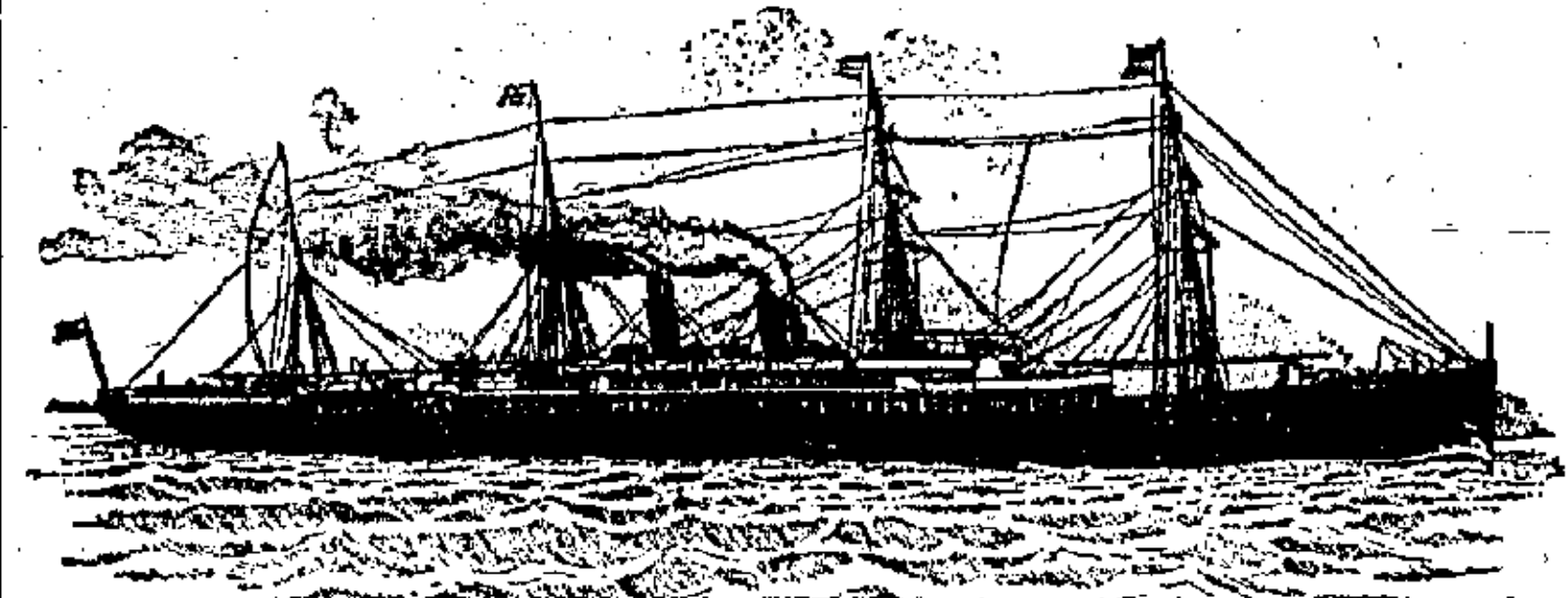
For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.
GALIC ... WEDNESDAY, 2nd Oct., at Noon.
ALGOA ... On or about 5th October.
CHINA ... SATURDAY, 19th Oct., at Noon.
PERU ... TUESDAY, 29th Oct., at Noon.
* For SAN FRANCISCO, via MOI, KOBE AND YOKOHAMA.

THE O. & O. Company's Steamship GALIC will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 2nd Oct., at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu, or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building, Hongkong, September 26, 1901. GEORGE ECKLEY, Acting Agent. 980

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamers.	Tons.	Captain.	Proposed Sailing.
Queen Adelaide	2832	F. McNair	October 8
Yokohama	3502	J. Panton	October 15
Yokohama	3601	W. Watt	November 12
Yokohama	3601	W. Watt	November 26

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA TO DYER and ST. MICHAEL.

Rates of Passage to other Points on application.
Special rates allowed to members of Government Service.
For further information as to Passage or Freight, apply to

Dadwell & Co., Limited, General Agents.
Hongkong, October 1, 1901.

OCEAN STEAMSHIP COMPANY

FROM GLASGOW AND LIVERPOOL... OUTWARDS.

GLASGOW AND LIVERPOOL... LONDON... 10th October.

GLASGOW AND LIVERPOOL... LONDON... 15th October.

GLASGOW AND LIVERPOOL... LONDON... 22nd October.

GLASGOW AND LIVERPOOL... LONDON... 29th October.

GLASGOW AND LIVERPOOL... LONDON... 5th November.

GLASGOW AND LIVERPOOL... LONDON... 12th November.

GLASGOW AND LIVERPOOL... LONDON... 19th November.

GLASGOW AND LIVERPOOL... LONDON... 26th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, October 1, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.

SANUKI MARU, MARSILLIES, LONDON, FRIDAY, 4th Oct., at Daylight.

YAMAGUCHI MARU, FORZ, PENANG, COLOMBO & PORT SAID, TUESDAY, 8th Oct., at Noon.

SHINANO MARU, KOBE AND YOKOHAMA, FRIDAY, 11th Oct., at Daylight.

KAGOSHIMA MARU, BOMBAY, VIA SINGAPORE AND COLOMBO, FRIDAY, 11th Oct., at Noon.

HAKATA MARU, MARSILLIES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID, FRIDAY, 18th Oct., at Daylight.

KASUGA MARU, H. FRASER, NAGASAKI, KOBE and YOKOHAMA, FRIDAY, 18th Oct., at Noon.

KINSHI MARU, VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA, SATURDAY, 19th Oct., at 4 p.m.

Through Passage Tickets, and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

Hongkong, September 28, 1901. A. S. Mihara, Manager. 770

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI AND KOBE	Suez	T. H. HIDE, R.N.R.	About 4th Oct.
SINGAPORE AND BOMBAY	Formosa	B. H. W. SROW	Noon 5th Oct.
SHANGHAI AND BOMBAY	Tientsin	W. W. COME, R.N.R.	About 7th Oct.
SHANGHAI AND BOMBAY	Cornwall	F. W. VIBER, R.N.R.	About 12th Oct.
SHANGHAI AND BOMBAY	Palawan	J. CHELSEY, R.N.R.	Noon, 12th Oct.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LONDON. DON Direct without Transshipment. * See Special Advertisement.

Calling at PENANG and COLOMBO if sufficient inducement offers. For Freight or Passage, and further Particulars, apply to H. A. RITCHIE, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, September 30, 1901. 870

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLUMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at 1 p.m., the Company's Steamship NATAL, Captain BOURIS, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S. S. TONKIN, which vessel takes on her Passengers and Mails, leaving that Port on the 10th Oct., direct to SUVA, PORT SAID & MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 6th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, September 23, 1901. 1073

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) Saturday, Oct. 12, at Noon.

Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) Tuesday, Nov. 5, at Noon.

America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yama & Honolulu) Thursday, Nov. 28, at Noon.

THE Twin-Screw S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent. Hongkong, September 18, 1901. 1898

THE UNITED STATES AND CHINA JAPAN S.S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship LONGSHIPS, Captain MOORE, will be despatched as above on or about 15th October.

For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, September 10, 1901. 1892

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship KUMSANG.

Capt. BULLER, will be despatched as above on SATURDAY, the 5th Oct., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, September 30, 1901. 2013



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship PALAWAN, Captain J. CHELSEY, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 12th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, September 28, 1901. 1908

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

Strathgyle...About 20th Oct.

THE Steamship Strathgyle will be despatched for SAN DIEGO, AND SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU, on or about 20th October, at Noon, taking Passengers and Cargo for the above Ports.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 4 p.m. the same day; all Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany

Vessels Advertised as Loading

Vessels Advertised as Landing

Destination.	Ports.	Agents.	Date of Leaving.
Anping, Stow, Amoy	Maidenau Maru (6)	Mitsui Bussan Kaisha.	Oct. 2.
Australian Ports.....	Ching tu (6).....	Butterfield & Swire.	Oct. 12.
Rhar, Stora & Colly.	Sanshiro (6).....		

Bremont & Poets of Call	Prussia (s)	Nippon Yusen Kaisha	Oct. 11, daylight
tiavre and Hamburg.	Arabie (s)	Norddeutscher Lloyd.	Oct. 3.
	Scandinavien (s)	Hamburg-Amika Linie	October 8.
Illo, B'men & H'burg	Saitoku (s)	Hamburg-Amerika Linie	Oct. 19.
Moore and Yokohama.	Shimane Maru (s)	Butterfield and Swire.	Oct. 8.
Kobe and Cebu.	Palawan (s)	Nippon Yusen Kaisha	Oct. 11, daylight.
London, &c.	Ajax (s)	P. & O. S. N. Co.	Oct. 12, at noon.
		Butterfield & Swire	Oct. 2.

London	<i>Poemania</i> (s)	P. & O. S. N. Co.	Oct. 5, at Noon.
London	<i>Pyrrhus</i> (s)	Butterfield & Swire	Oct. 16.
London	<i>Calchas</i> (s)	Butterfield & Swire	Oct. 19.
London	<i>Nestor</i> (s)	Butterfield & Swire	Nov. 12.
	<i>Mechon</i> (s)	Butterfield & Swire	Nov. 20.
Liverpool	<i>Clypeus</i> (s)	Butterfield & Swire	Oct. 15.
Liverpool	<i>Dardanus</i> (s)	Butterfield & Swire	Nov. 15.
Manila v. Amoy	<i>Perla</i> (s)	Shewan, Tomes & Co.	Oct. 2, at 5 p.m.

Manila	Sungshang (s)	Butterfield & Swire	Oct. 4.
Manila	Banarsala (s)	Shewan, Tomes & Co	Oct. 5, at 5 p.m.
Marselles, London, &	Sanuki Maru (s)	Nippon Yusen Kaisha	Oct. 4, daylight.
Marselles, London, &	Hakata Maru (s)	Nippon Yusen Kaisha	Oct. 18, daylight.
Maki, Kobe & Yma	Yanaguchi Maru (s)	Nippon Yusen Kaisha	Oct. 8, at noon.
N'saki, Kobe, & Yma	Kyushu Maru (s)	Nippon Yusen Kaisha	Oct. 18, at noon.
New York	Manuel Ugano	Shewan, Tomes & Co	About Oct. 25.
New York	Satsuma (s)	Dowdell & Co., Limited	About Oct. 20.

New York	Adana (s)	Shewan, Toms & Co.	Nov. 10.
New York, Suez Canal	Asama (s)	Shewan, Toms & Co.	Dec. 15.
Portland, (Or.)	Indrapura (s)	Allan Cameron	Oct. 14.
S. Francisco v. Japan	Gaelic (s)	O. & O. S. S. Co.	Oct. 2, at noon.
S. Francisco v. Japan	Hempkang Maru (s)	Toyo Kisen Kaisha	Oct. 12, at noon.
S. Francisco v. Japan	Strathgile (s)	Butterfield & Swire	About Oct. 20.
S. Francisco v. Japan	Nippon Maru (s)	Toyo Kisen Kaisha	Nov. 5, at noon.
S. Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha	

Shanghai	Woosung (a)	Butterfield & Swire	Oct. 22, at noon.
S'hai, N'hi, H'go & Y'ma	Seachen (c)	Norddeutscher Lloyd.	Oct. 2.
Shanghai & Kobe	Sootora (c)	P. & O. S. N. Co.	About Oct. 1.
S'hai, N'hi, K'uei & Y'ma	Salazie (c)	Messageries Maritimes.	Oct. 8.
S'pore, Penang & C'ta	Kumarsu (a)	Jardine, Matheson & Co.	Oct. 5, at noon.
S'pore, Penang & C'ta	Frieste (c)	Sander, Wieler & Co.	Oct. 17.
Singapore & Bombay	Tientsin (c)	P. & O. S. S. Co.	About Oct. 5.

Swallow	Enfing (s)	Douglas Lapsair & Co.	Oct. 3, daylight.
Sydney & Melbourne	Airile (c)	Gibb, Livingston & Co.	Oct. 3, at noon.
Tsui, Swallow & Amoy	Daijin Maru (c)	Mitsui Bussan Kaisha.	Oct. 6.
Vancouver (B.C.)	Empress of China (s)	Canadian P&N E. Co.	Oct. 23.
Victoria, B.C., &c.	Queen Adelaide (s)	Dowdell & Co., Ltd.	Oct. 8.
Victoria, B.O., &c.	Victoria (c)	Dowdell & Co., Limited.	Oct. 15.
Victoria, B.C., &c.	Kinshiu Maru (c)	Nippon Yusen Kaisha.	Oct. 19, at 4 p.m.

SHARE LIST.—QUOTATIONS.				
OCTOBER 1, 1901.				
Stocks.	No. of Shares.	Value.	Paid in.	Closing Quotations, Cash.

BANKS					
Hongkong and Shanghai Bank Corp.	50,000 \$	125	all	{ \$865, buyers	
Bank of China & Japan, Limited	ordinary 199,875 £	8 £	4	15 Shillings	
" " def. stock	1,200 £	1 £	1	15.5	
National Bank of China, Limited	19,970 £	10	2	823, buyers	
" " " "	2,855 £	10	2	833, buyers	
" " " "	2,855 £	10	2	833, buyers	

DO.	FOUNDERS shares	100 £	1 £	100, sellers
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	20,000 £	250	50	£167½, buyers
China Traders' Insurance Co., Ltd.	10,000 £	83.33	50	£250, sellers
North-China Insurance Co., Ltd.	5,000 £	100	25	Tis. 150, buyers
Straits Insurance Co., Ltd.	30,000 £	100	25	nom.
Union Insurance Society, Ltd.	10,000 £	250	50	£342½, buyers
Yangtze Insurance Association, Ltd.	8,000 £	100	80	£120, buyers

FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,100	\$ 100	20	\$33, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	50	\$342, sellers
DOCK, ETC.				
H'kong & Whampoa Dock Co., Ltd.	30,000	\$ 50	all	\$282, buyers
Geo. Renwick & Co., Limited.	6,000	\$ 25	25	\$5, sellers
New Amoy Dock Co., Ltd.	6,000	\$ 62	62	\$76, buyers
S. C. Farnham, Bord & Co., Ltd.	55,700	Tls. 100	1740	Tls. 245, buyers

STEAMBOATS, TUGS, ETC.				
China and Manille S. S. Co., Ltd.	6,000 \$	50	\$ 50	\$68, sellers
Douglas Steamship Co., Limited	14,000 \$	50	\$ 50	
H. K. O. and M. Steamship Co., Ltd.	20,000 \$	50	\$ 50	\$45, buyers
Indo-China S. N. Company Limited	80,000 \$	15	\$ 15	\$34, buyers
China Mutual S. N. Co.	80,000 £	10	\$ 10	\$140, sales
	20,000 £	19	\$ 19	\$10, Non.

Do.	(new issue)	20,000	£	10	27.00	£27.00	
Mar Ferry Company, Ltd.		10,000	£	10	25.00	£25.00	
Shell Transport & Trading Co., Ltd.		100,000	£	1	100.00	£100.00	
Shanghai Tug Boat Co., Ltd.		1,000	Tls.	100	Tls100.00	Tls335.00	by m. 50% by r.
Suku Tug and Lighter Co., Ltd.		8,000	Tls.	50	Tls50.00	Tls140.00	by m. 50% by r.
Shanghai Cargo Boat Co., Ltd.		2,000	Tls.	100	Tls100.00	Tls127.00	ad. div.
Co-operative Cargo Boat Co., Ltd.		2,000	Tls.	100	Tls100.00	Tls127.00	ad. div., sales

REFINERIES.					
China Sugar Company, Limited,	20,000	\$	100	at	\$151. sales
Japan Sugar Company, Limited,	7,000	\$	100	at	\$35. sellers
Cerak Sugar Cultivation Co., Ltd.,	7,000	Tls.	50	Tls	50 Tls. 77 1/2
WHARVES.					
HK. & Kow. Wharf & Godown Co.	30,000	\$	50	at	\$89. sellers
Yanheui Warehouse and Storage Company, Limited,	2,000	\$	100	\$ 37 1/2	Non-

	15,100	Tls. 100	Tls100	Tls. 295, buyers
Land and Building.				
Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	100	\$190, buyers
Honghai Land Investment Co., Ltd.	26,000	Tls. 50	Tls. 50	Tls. 100, buyers
Kowloon Land and Building Company	6,000	\$ 5	\$ 30	\$31
Yei-hei-wei Land & Building Co., Ltd.	3,000	Tls. 25	Tls. 25	Tls. 20

Mumpley Estate & Finance Co.,	100,000	\$	10	all	\$134	
West Point Building Co., Limited..	12,500	\$	60	50	85%, buyers	
TRAMWAYS						
K. High-Level Tramways Co., Ltd.	1,250	\$	100	all	\$275, buyers	
MINING						
Jebeu Mining & Trading Co., Ltd..	60,000	\$	5	all	\$54, buyers	
ew Panjom Mining Co., Ltd.,.....	60,000	\$	9	all	\$5, sellers	

Preference Shares	30,000	\$	1	mil	\$1.25
Frenches des Charbon- nages du Tonkin	15,000	Pes.	250	al	\$325
Queen's Mine, Limited	400,000	25 cents	25 cr.	4 cents	
Queb. Asst. Gold Mining Co., Ltd.	200,000	2	1	18/	\$13, buyers
Quebec's Freehold Mines, Ltd.	110,000	5	5	8	815.
	546,000	\$	5	8	al
HOTELS, ETC.					

ongkong Hotel Company, Ltd.,	12,000	8	50	a'	\$127, buyers
iente Hotel, Manila,	7,000	8	30	80	\$55
ctor House Hotel Ltd. (Tientsin),	2,000	T.	75.00	Tls. 30	Tls. 115
DISPENSARIES.					
S. Watson & Co., Limited,	80,000	8	10	a'	\$154, buyers.
Watkins Limited,	10,000	8	10	10	\$10, sellers
LIGHTING.					
K. and China Gas Co., Limited,	7,000	2	11	a'	\$140, buyers

Shanghai Gas Company, Ltd.	8,000	71s.	50	71s. 50	71s. 112.
Hongkong Electric Co., Limited	30,000	£	10	10	112½ buyers
Electric Works (new issue)	30,000	£	10	10	5 112½
BRICK AND CEMENT					
Green Island Cement Co., Ltd.	50,000	£	11	11	112½ sellers
MISCELLANEOUS					
Indis Investment Co., Ltd.	20,000	£	50	50	Nom.
Indis Investment Co., Ltd.	20,000	£	50	50	Nom.

Adventures East Asia Agency, Ltd.	10,000 £	1	£ 150	£ 150
Limited Asbestos Oriental Agency, Ltd.	9,000 dollars	10	8	£ 110, sellers
Asbestos Oriental Agency, Ltd.	100 dollars	10	8	10 £ 110
Bangkok Bakery Company, Ltd.	800	5	8	£ 950
B. & Steam Water-bott Co., Ltd.	7,000 £	10	9	£ 38, buyers
Bangkok Dairy Farm Co.	10,000 £	7	all	£ 38, buyers
Bangkok Ice Company, Limited	5,000 £	25	all	£ 935, buyers

Anglo Waterworks Co., Ltd.	7,500 £s.	20	£s. 12.50, sales
Asiatic Petroleum Co., Ltd.	20,000 £s.	5	£s. 5.00
Batavia Rope Manufacturing Co., Ltd.	10,000 £s.	50	all, 9472s
Canton Cotton Spinning Co., Ltd.	10,000 £s.	50	£s. 10.00, buyers
Canton Cotton-Spinning and Weaving Co., Ltd.	17,500 £s.	100	£s. 40, buyers
International Cotton Manufacturing Co., Ltd.	10,000 £s.	100	£s. 25, buyers

On-Kung-Mow Cotton Spinning	8,000	Lb.	1-0	11-10	Lb.	42 1/2	Barrels
and Weaving Co., Ltd.							
Chee Cotton Spinning Co., Ltd.	2,063	Lb.	5-00	11-10	Lb.	26 1/2	
Chong Cotton Spinning Co., Ltd.	7,500	Lb.	1-0	11-10	Lb.	11	
China Provident Loan Mortgage	50,000	4	20	10	10	10	10
Co., Ltd.							
Da Borneo Company, Ltd.	4,800	5	20	10	10	10	10
Universal Trading Co.	20,000	5	20	10	10	10	10

Johnson Piano Co., Ltd.	3,200	50	50	50	50
CIGAR COMPANIES					
Shipping Tobacco Trust Co., Ltd.	20,000	50	50	50	50
Andrews Limited.	500	50	50	50	50
Upbell, Moore & Co., Limited	2,200	10	10	10	10
W. Powell & Co., Limited					
					\$75, None.

NEW IMPERIAL 1867-1874, 1875-1880, 1881-1886, 1887-1892, 1893-1898, 1899-1904, 1905-1910, 1911-1916, 1917-1922, 1923-1928, 1929-1934, 1935-1940, 1941-1946, 1947-1952, 1953-1958, 1959-1964, 1965-1970, 1971-1976, 1977-1982, 1983-1988, 1989-1994, 1995-2000, 2001-2006, 2007-2012, 2013-2018, 2019-2024, 2025-2030, 2031-2036, 2037-2042, 2043-2048, 2049-2054, 2055-2060, 2061-2066, 2067-2072, 2073-2078, 2079-2084, 2085-2090, 2091-2096, 2097-2102, 2103-2108, 2109-2114, 2115-2120, 2121-2126, 2127-2132, 2133-2138, 2139-2144, 2145-2150, 2151-2156, 2157-2162, 2163-2168, 2169-2174, 2175-2180, 2181-2186, 2187-2192, 2193-2198, 2199-2204, 2205-2210, 2211-2216, 2217-2222, 2223-2228, 2229-2234, 2235-2240, 2241-2246, 2247-2252, 2253-2258, 2259-2264, 2265-2270, 2271-2276, 2277-2282, 2283-2288, 2289-2294, 2295-2300, 2301-2306, 2307-2312, 2313-2318, 2319-2324, 2325-2330, 2331-2336, 2337-2342, 2343-2348, 2349-2354, 2355-2360, 2361-2366, 2367-2372, 2373-2378, 2379-2384, 2385-2390, 2391-2396, 2397-2402, 2403-2408, 2409-2414, 2415-2420, 2421-2426, 2427-2432, 2433-2438, 2439-2444, 2445-2450, 2451-2456, 2457-2462, 2463-2468, 2469-2474, 2475-2480, 2481-2486, 2487-2492, 2493-2498, 2499-2504, 2505-2510, 2511-2516, 2517-2522, 2523-2528, 2529-2534, 2535-2540, 2541-2546, 2547-2552, 2553-2558, 2559-2564, 2565-2570, 2571-2576, 2577-2582, 2583-2588, 2589-2594, 2595-2600, 2601-2606, 2607-2612, 2613-2618, 2619-2624, 2625-2630, 2631-2636, 2637-2642, 2643-2648, 2649-2654, 2655-2660, 2661-2666, 2667-2672, 2673-2678, 2679-2684, 2685-2690, 2691-2696, 2697-2702, 2703-2708, 2709-2714, 2715-2720, 2721-2726, 2727-2732, 2733-2738, 2739-2744, 2745-2750, 2751-2756, 2757-2762, 2763-2768, 2769-2774, 2775-2780, 2781-2786, 2787-2792, 2793-2798, 2799-2804, 2805-2810, 2811-2816, 2817-2822, 2823-2828, 2829-2834, 2835-2840, 2841-2846, 2847-2852, 2853-2858, 2859-2864, 2865-2870, 2871-2876, 2877-2882, 2883-2888, 2889-2894, 2895-2900, 2901-2906, 2907-2912, 2913-2918, 2919-2924, 2925-2930, 2931-2936, 2937-2942, 2943-2948, 2949-2954, 2955-2960, 2961-2966, 2967-2972, 2973-2978, 2979-2984, 2985-2990, 2991-2996, 2997-3002, 3003-3008, 3009-3014, 3015-3020, 3021-3026, 3027-3032, 3033-3038, 3039-3044, 3045-3050, 3051-3056, 3057-3062, 3063-3068, 3069-3074, 3075-3080, 3081-3086, 3087-3092, 3093-3098, 3099-3104, 3105-3110, 3111-3116, 3117-3122, 3123-3128, 3129-3134, 3135-3140, 3141-3146, 3147-3152, 3153-3158, 3159-3164, 3165-3170, 3171-3176, 3177-3182, 3183-3188, 3189-3194, 3195-3200, 3201-3206, 3207-3212, 3213-3218, 3219-3224, 3225-3230, 3231-3236, 3237-3242, 3243-3248, 3249-3254, 3255-3260, 3261-3266, 3267-3272, 3273-3278, 3279-3284, 3285-3290, 3291-3296, 3297-3302, 3303-3308, 3309-3314, 3315-3320, 3321-3326, 3327-3332, 3333-3338, 3339-3344, 3345-3350, 3351-3356, 3357-3362, 3363-3368, 3369-3374, 3375-3380, 3381-3386, 3387-3392, 3393-3398, 3399-3404, 3405-3410, 3411-3416, 3417-3422, 3423-3428, 3429-3434, 3435-3440, 3441-3446, 3447-3452, 3453-3458, 3459-3464, 3465-3470, 3471-3476, 3477-3482, 3483-3488, 3489-3494, 3495-3500, 3501-3506, 3507-3512, 3513-3518, 3519-3524, 3525-3530, 3531-3536, 3537-3542, 3543-3548, 3549-3554, 3555-3560, 3561-3566, 3567-3572, 3573-3578, 3579-3584, 3585-3590, 3591-3596, 3597-3602, 3603-3608, 3609-3614, 3615-3620, 3621-3626, 3627-3632, 3633-3638, 3639-3644, 3645-3650, 3651-3656, 3657-3662, 3663-3668, 3669-3674, 3675-3680, 3681-3686, 3687-3692, 3693-3698, 3699-3704, 3705-3710, 3711-3716, 3717-3722, 3723-3728, 3729-3734, 3735-3740, 3741-3746, 3747-3752, 3753-3758, 3759-3764, 3765-3770, 3771-3776, 3777-3782, 3783-3788, 3789-3794, 3795-3800, 3801-3806, 3807-3812, 3813-3818, 3819-3824, 3825-3830, 3831-3836, 3837-3842, 3843-3848, 3849-3854, 3855-3860, 3861-3866, 3867-3872, 3873-3878, 3879-3884, 3885-3890, 3891-3896, 3897-3902, 3903-3908, 3909-3914, 3915-3920, 3921-3926, 3927-3932, 3933-3938, 3939-3944, 3945-3950, 3951-3956, 3957-3962, 3963-3968, 3969-3974, 3975-3980, 3981-3986, 3987-3992, 3993-3998, 3999-4004, 4005-4010, 4011-4016, 4017-4022, 4023-4028, 4029-4034, 4035-4040, 4041-4046, 4047-4052, 4053-4058, 4059-4064, 4065-4070, 4071-4076, 4077-4082, 4083-4088, 4089-4094, 4095-410